south of the temple might be deepened and repaired and extended to Njavarakal where there was a temple dedicated to Subramaniaswamy, close to the Taluk Cutcherry. The mud and sand from the canal when deepened could be used for making a road. The Karumadi road which was now in a bad condition should be improved and joined on to the canal road proposed by the Member. Thus, the people who got down from the steam and motor launches at Karumadi would have a way to the Taluk Cutcherry.

The other request of the Member was that a road be constructed on the northern side of the temple to enable all classes of people to go to the Taluk Cutcherry. On account of the close proximity of the temple, all classes of people could not at present use the way to the north of the temple.

In conclusion, the Member added that, if both the canal and the road could not be allowed, one of them at least might be sanctioned.

Dewan's reply.—Noted.

84. Means of communication in the Shertalay taluk.

Mr. Adichan Narayana Pillai (Member, Shertalay Taluk) after representing the long-standing and unredressed grievances of the people in the matter of means of communications, referred in grateful terms to the thorough inspection of the taluk by Mr. Bastow, the Chief Engineer, who had given it as his opinion that there should be one road over the whole length of the taluk and that cross-roads at an interval of 3 miles should also be constructed breadthwise. It was the opinion of Dewan V. P. Madhava Rao C. I. E. that a light railway would be best suited to the conditions of the taluk. The Member was of the same opinion as the cost of maintenance of a railway would be very little.

The requests of the Member were:—

(1) to cut two cartable roads *i. e.* from Thanneermukkam to Kunjithai and from Mukamma and Mannancheri to Kalavur, with the necessary bridges.

(2) to construct the bridges mentioned below:—

(*a*) one in the Ezhupunnaputhan *thodu* to the west of Chemmanad.

(*b*) the one on the Thanneermukkam road near Kattachira.

(*c*) the bridges in Poothodu and Puthenthodu in Shertalay town.

(3) to construct a light railway from Alleppey to Arur, as it would pass through 14 *pakuthies* of the taluk and the Shertalay town. Further, the northern terminus of the line would only be three miles from Cochin.

In conclusion, the Member submitted that there need be no expenditure on acquisition of lands in the taluk, as there was plenty of Government land available.

Dewan's reply.—In regard to the railway, the Chief Engineer has been asked to advise the Government as to whether a road or a light railway for Shertalay would be the cheaper one. Mr. Bastow has promised to send up his report before he leaves. As regards the other matters, the question of improving the means of communication in the taluk is engaging the attention of Government.

85. Means of communication in the Vaikam taluk.

Mr. K. Narayana Pillai (Member, Vaikam Taluk) pressed for the conversion of the following into cartable roads:—

(1) Vaikam-Vetchur road, with bridges in the Maramattil and Vallayil *thodus*, and its extension as far as the Kottayam-Kumarakam road, so as to reduce the distance from 25 to 12 miles.

(2) Thuravam-Thalayolaparambu road.

(3) The Village road running along the western side of the Taluk Cutcherry to Thirumanivenkitapuram.

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(4) Improvement of the following canals for carrying away surplus water—

(*a*) Vallayil *thodu*, (*b*) Anchumuna *thodu*, (*c*) Kaniyan *thodu*, (*d*) Muthu *thodu* and (*e*) Puchakal *thodu*.

Dewan's reply.—Noted. A sum of Rs. 1,000 has been sanctioned this year for the construction of a bridge over the Maramattil *thodu*.

86. Means of communication in the Kottayam Division with special reference to the Kottayam taluk.

Mr. M. N. Narayana Menon (Member, Kottayam Taluk) urged the necessity of carrying out the following works:—

(1) A foot bridge was sanctioned to be put up 5 years ago at Illikkal *kadavu*. It should be converted into a cartable bridge.

(2) Kottayam-Kumarakam road. The work on the road was not complete The road should be made cartable.

(3) The Kottayam-Kumarakam road should be extended as far as the Higher Grade Vernacular School.

(4) The Kottayam-Kumarakam road should be joined to the Vaikam-Vetchur road.

(5) The two curves in the Chengalam river should be removed.

(6) The Pallikonam *thodu* should be cut at least next year.

(7) The Mavelil *thodu* should be taken up for repair in 1093 ; it was only 2 furlongs long.

(8) A canal should be cut from the neighbourhood of Vettikkattumukku to Muthankone.

(9) A road had already been commenced from Kottayam to Parippu and other places. It should be finished soon.

The creation of Taluk Boards would, in the Member's view, satisfy all their local wants.

In conclusion, he pleaded for Railway communication from Kottarakara to Alwaye.

Dewan's reply.—Noted.

87. Extension of the Thirunakkara Market Canal to the east of the Market landing.

Mr. Nainan Aippu (Member, Trading Classes, Kottayam) submitted that the road from the market landing to the market was unserviceable on account of its being steep and that the people were at present utilizing the Cutcherry *kadavu*. But as all passengers and distinguished visitors were also landing at the same *kadavu*, it was impossible for traders to land their goods there with convenience. Hence, it was necessary to extend the Thirunakkara Market Canal to the east of the Market landing.

Dewan's reply.—Noted.

88. Improvements to the Cutcherry and Market landings and the extension of the Cutcherry canal to the Thekkumgopuram landing.

Mr. C. I. Chandi (Member, T. I. C., Kottayam) represented that the trade in Kottayam, the only outlet for the Hills, and rubber and tea industries of Mundakayam and Peermade respectively, had of late developed to such an extent that the increased requirements could not be satisfactorily met by the existing arrangements for loading and unloading cargo.

The following suggestions were, therefore, made by the Member :—

(1) *The Market landing.*—The basin at the landing was quite inadequate at present to admit of at least ten first class boats simultaneously landing their cargo. An enlargement of the basin towards the east was highly desirable in the interests of trade.

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